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IMPORTANT CAUTION.—The IM-
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RURAL BUILDING Lot No. 1 situated
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Supreme Court House,
Hongkong, August 24, 1901. 1762

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JOHN GRAHAM'S Choice "FIVE
CROWN" PORT. Well-known to
connoisseurs in the East.
G. C. ANDERSON,
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Hongkong, June 14, 1901. 1251

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by PUBLIC AUCTION, on
THURSDAY,
the 29th August, 1901, at 2.45 p.m., at
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Residence of R. C. DIXON, Esq.)—

THE WIGGS OF HIS
VALUABLE HOUSEHOLD
FURNITURE,
CANTON BLACKWOODWARE,
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JAPANESE CLOISONNE VASES.
(Full Particulars in Catalogue).
On View from WEDNESDAY, the 28th
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TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, August 23, 1901. 1759

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TO LET.

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No. 70, Queen's Road, Central.
For particulars apply to
THE MEDICAL HALL.
Hongkong, August 24, 1901. 1763

TO LET.

NOS. 1 to 8, "WILD DELL," WAN-
CHAI ROAD.
Apply to
SANG KEE,
198, Praya Central.
Hongkong, August 1, 1901. 1502

TO LET.

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PEAR.
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MENT & AGENCY CO., LTD.
Hongkong, July 16, 1901. 1178

TO LET.

(FROM 1ST AUGUST NEXT).
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KOWLOON.
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PUN HUNG,
85, Queen's Road Central.
Hongkong, July 17, 1901. 1493

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ADVERTISEMENTS.

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3 p.m.

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\$14 per Annum (including Postage).
"CHINA MAIL" Office,
6, WYNDHAM STREET, HONGKONG.

THE PROPOSED LOTTERY IN
FORMOSA.

FOR SALE.

It seems to be regarded as certain
that the Government will shortly an-
nounce its approval of the establish-
ment of a lottery in Formosa, but as
no definite statement has yet been
made, we still hope, in the interests of
the financial standing of the Japanese
Government, that the rumours are
unfounded. The measure seems to
have its advocates in the Japanese
press, even the *Jiji* apparently being
in favour of the proposal. In the *Osaka*
Mainichi there appeared some two or
three weeks ago a long letter, signed
Shinkawa Seiji, dealing with the
objections urged by the *Kobe Chronicle*
to the proposed lottery. It would
appear, however, that the writer has
either not read the article in question
with very great attention, or that he
has greatly misunderstood certain parts
of it. For example, he regards the
objections raised as based to some extent
on the allegation that State lotteries in
Europe proved a failure, on which he
makes the curious remark that if men
and things are to be judged according
to their result, Jesus Christ must be
pronounced a bad man, because he was
crucified. It is scarcely necessary to
point out the fallacy underlying such
an argument, but the writer may be
asked in what way decisions upon the
good or ill of any course of action are
to be arrived at if not by the method
of judging results. As it happens,
however, we did not say that State
lotteries had proved a failure, but that
the Governments of the greater nations
had come to consider them an improper
means of raising revenue, likely to
reflect upon the financial credit of any
nation which adopted such methods.

Trivially, Mr. Shirakawa's position is
that the circumstances under which a
lottery is floated and the purposes to
which the revenue derived therefrom
are to be applied must be taken into
account in judging whether it is good
or bad. The necessary conditions which
condone the establishment of a lottery
he finds in Formosa at the present time.
In Formosa it is urgently necessary for
the development of the island that
railways should be constructed, har-
bours improved, roads made, industries
developed, and the sanitary and educa-
tional needs of the island taken in
hand. The ordinary revenue is quite
insufficient for the wants of the
island, and the thirty-five million
bonds floated for industrial purposes
will soon be swallowed up. A hundred
million yen at least is required to give
Formosa a start, and there are no means
by which this amount of money can be
raised out of revenue, even by anticipat-
ing the expected income from the salt,
camphor and opium monopolies. Hence
he urges the establishment of a lottery
which would provide the revenue
necessary without taxing Formosa at
all. The Chinese in Formosa and on the
mainland would be the chief customers
for the lottery, and as gambling is
inherent in the Chinese and cannot be
suppressed there is no reason why the
Japanese Government should not take
advantage of it. That is the conclusion
to which his argument tends, and Mr.
Shirakawa will, we hope, forgive us if
we say that in our opinion such an argu-
ment strikes at the very foundation of
morality. As he must be fully aware, the
Japanese Government has prohibited
lotteries in Japan, because they are a
form of gambling, and gambling is
regarded as being inimical to the welfare
of a State. If, therefore, the Japanese
Government, for its own purposes,
proceeds to the establishment of a lottery
because the Chinese will be the chief
contributors while the territory of
Formosa will be the only beneficiary, it
will run directly counter to the Con-
fucian maxim, "What you do
not wish done to yourself, do not
do to others." The Japanese Govern-
ment would be the very first to resent
the establishment of a lottery in China
that was deliberately intended to ex-
ploit the people of Japan, whether the
money realised as profits was to be
devoted to a State or to a private pur-
pose. The *Jiji*, we are surprised to
note, looks at the matter from a similar
opportunist standpoint to that taken by
the correspondent of the *Mainichi*. The
Tokyo journal reckons that a revenue
of from 15,000,000 to 25,000,000 can
be obtained at first, and that this will
eventually grow to a million or a million
and a half per year. If, says our gen-
tleman, the revenue so derived be
used for the preservation of temples or
shrines, charitable purposes or sanitary
improvements, the lottery can be carried
on without impairing the prestige of the
Government as a civilized Power. We

cannot see that the use to which a fund
is to be put can dignify or excuse the
methods by which the money is obtain-
ed. This is the argument that was
implicitly adopted by men in the Middle
Ages who, having enriched themselves
by dishonest or oppressive means, be-
queathed the large proportion of their
property to the Church on their death-
beds in the belief that the uses to which
it was to be put would atone for the
misdeeds by which it was acquired. If
Japan adopts this proposal of a lottery
for Formosa, we believe that she will
materially injure her financial credit.
When a State falls back on lotteries for
revenue, the inference by the world is
pretty much that which is applied to
the case of a man who makes a systema-
tic practice of increasing his income by
card-playing. It will be an unfortunate
day for Japan if by her own deliberate
act she depreciates her credit in the
financial world.—*Kobe Chronicle*.

A WOUND-STITCHING
MACHINE.

Dr. Paul Michel, the famous French
physician, has invented a remarkable
instrument for stitching wounds. With
this instrument wounds on a body can
be stitched effectively, quickly, and
without causing any pain to the patient.
Heretofore wounds were stitched by
hand, and this operation was not only
somewhat dangerous and slow, but also
decidedly painful.

Dr. Michel's instrument consists of a
forceps or pincers, and of a case or
sheath, which contains a number of
nickel hooks or bands somewhat similar
to those which are frequently seen on
the corners of cardboard boxes. A
slight pressure suffices to free these
hooks from the sheath, and within one
minute between twenty and thirty of
them can be placed on a wound in such
a manner that they will effectively
close it. The reason why they cause no
pain is because the tiny rounded points
only penetrate the epidermis and not
the lower layer of skin.

Other advantages which they possess
are that they can be easily disinfected,
that it is no trouble to remove them
from the skin after the wound is healed,
and that they leave hardly any trace of
a scar.

Dr. Michel, says a London paper, has
received congratulations from the most
distinguished European physicians, and
his instrument is being rapidly intro-
duced into leading hospitals.

BEST OF ALL MEDICINES.

I have expended a large amount
of money on patent medicines and
do not hesitate to say that Stearns'
Wine is the best article of the kind
that we ever had in the house-
hold. It has benefited both me
and my family very much.
JAMES E. McDONALD,
95, Boutwell St.

A YOUNG LADY'S LIFE SAVED
AT PANAMA, COLOMBIA, BY CHAMBER-
LAIN'S COLIC, DIARRHOEA, AND
DYSENTERY REMEDY.

Dr. Chas. H. Utter, a prominent
physician, of Panama, Colombia, in
a recent letter states: "Last March I had
as a patient a young lady, sixteen years of
age, who had a very bad attack of dysentery.
Everything I prescribed for her proved in-
effective and she was growing worse every
hour. Her parents were sure she would
die. She had become so weak that she
could not turn over in bed. What to do
this critical moment was a study for me,
but I thought of Chamberlain's Colic,
Cholera and Diarrhoea Remedy and as a
last resort prescribed it. The most wonder-
ful result was effected. Within eight
hours she was feeling much better, inside
of three days she was upon her feet, and
at the end of one week was entirely well.
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AND THE OTHER HALF OUGHT TO.

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THE STABILITY OF ST. PAUL'S CATHEDRAL.

Is it Slipping towards the River?

This is the decided suggestion made by Mr. Somers Clarke, F.R.S., in the course of a letter on the subject. He points out that the soil on which the great building is placed was never very good, and when took his premonitions accordingly. But even then the ground yielded a little under the immense weight of the dome and its supports. Had the subsoil been left undisturbed, it may fairly be supposed that no further movements would have taken place. At the bottom of the sandy stratum and over the clay water is found, and this no doubt was soon tapped as the business of the City increased. A source of great danger to the fabric of the Cathedral was thus established. About 100 years ago, great ties of iron were put into the walls. The transepts were tied back to the dome piers and also across their fronts in the direction from east to west. Since that time the south transept has shown strong indication of an inclination to slide southwards down the hillside towards the Thames. And not only is there movement towards the south, but the wall has opened from east to west. This enormous wall, 8ft. to 10ft. thick, 130 ft. wide and of an equal height, is at this moment showing a tendency to move as above stated; and the movements are such that the breakage is evidently caused, not by the thrusting of arches, but by the actual subsidence of the soil beneath. When we reflect (continues Mr. Clarke) that there are now between the church and the river not only deep drains, but the Underground Railway beneath Queen Victoria Street, and the Waterloo and City line beneath that, it is evident that the subsoil on which the ponderous masses of masonry rest has been seriously attacked. The west front, with its heavy towers and bells, has also subsided. —*Freemason.*

A WORLD-WIDE REPUTATION. CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy has a world-wide reputation for its cures. It never fails and is pleasant and safe to take. For sale by All Dealers. WATKINS' Ltd., General Agents.

THE GENTLE JAP!

Brutal Attack on a Foreigner.

The *Kobe Chronicle* of the 10th inst. says:—On the evening of the 7th inst. occurred another of those brutal attacks by jiu-jitsu-men which we had hoped were a thing of the past in Hiogo prefecture. Mr. Bethell, it appears, alighted from a train at Sumiyoshi Station with the object of proceeding to the Bathhouse at Miruno, and for this purpose took a jiu-jitsu from a stand near by. Having proceeded a few yards, the 'rikisha-man' stopped and informed Mr. Bethell that he would require twenty-five sen as his fare. The legal fare from Sumiyoshi Station to the Bathhouse, it appears, is only eighteen sen, but as Mr. Bethell has on previous occasions paid twenty-five sen he had no objection to playing the same amount on this occasion. What he did object to, however, was that it should be made the subject of a demand. He alighted, and, walking back to the stand, tried to engage another man, but seeing that he had left the first 'rikisha' the other man refused to take him. Mr. Bethell, determined to report the matter to the authorities, went back to the man whom he had first engaged, unlooked the licence-board from underneath the seat of the vehicle, and requested the man to accompany him to the police-station in order that the matter might be settled by the police. Knowing how the Japanese resent the least attempt to use any force, Mr. Bethell was particularly careful not to seize the man by his clothing, as he knew it would result in a general attack. The taking of the licence-board to the police-station was regarded as the surest way of bringing the charge home to the man, who might otherwise, with the assistance of his friends, deny any participation in the affair. We think this was somewhat injudicious, as the taking of the man's number or that of his jiu-jitsu would have been quite sufficient. But of course this does not afford the slightest excuse for what followed. He had not proceeded more than a few yards when the biggest of the men from the stand demanded the licence back, but Mr. Bethell declined to hand it over, contending that the dispute did not concern the interloper. Immediately a crowd of thirteen or fourteen cowardly ruffians from the stand and neighbourhood set upon Mr. Bethell with large sticks. Mr. Bethell, who had not even a walking-stick, commenced to use his fists, with the result that some six or seven of his assailants received more probably than they bargained for.

At last one man with a pole some four feet long and about the thickness of a man's arm, struck Mr. Bethell on the head, stunning him for a moment and causing a deep cut above the right temple, from which blood flowed profusely. The sight of the blood probably frightened the men, who desisted from the attack. Having recovered himself somewhat, Mr. Bethell kept track of the man who had so brutally assaulted him, and on the arrival of a policeman the man was immediately arrested.

Mr. Bethell was escorted to the police-station at Sumiyoshi, and a medical man was summoned to attend to his wounds. The injuries inflicted consist, in addition to the deep cut on the head, of severe bruises about the arms, hands and across the shoulders and back, while the wound on the left leg is so serious that Mr. Bethell is at present unable to walk, and probably will not be able to do so for some days.

Two men are under arrest in connection with the assault, these being all that could be identified. Mr. Bethell, in view of the punishment which his assailants had met with, at first hesitated about preferring a charge against them, but we are glad to learn in the public interest that he has decided otherwise and that the men are now undergoing preliminary examination, the police authorities being very active in connection with the affair.

ACURE FOR CHOLERA INFANTUM.

LAST May, says Mrs. Curtis Baker, of Rockwell, O., U.S.A., an infant child of our neighbors was suffering from cholera infantum. The doctor had given up all hopes of recovery. I took a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy to the house, telling them I felt sure it would do good if used according to directions. In two days' time the child had fully recovered, and is now (nearly a year since) a vigorous, healthy girl. I have recommended this Remedy frequently and have never known it to fail in any single instance. For sale by All Dealers, WATKINS' Ltd., General Agents.

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HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAL, THE MALAY PENINSULA, CAMBODIA, ANSAM, THIBET, COREA AND JAPAN. Entrusted to the Society of the 'MISSIONARY BROTHERS' (Translated by EDWARD HARVEY PARKER and Reprinted from 'THE CHINA REVIEW'.)

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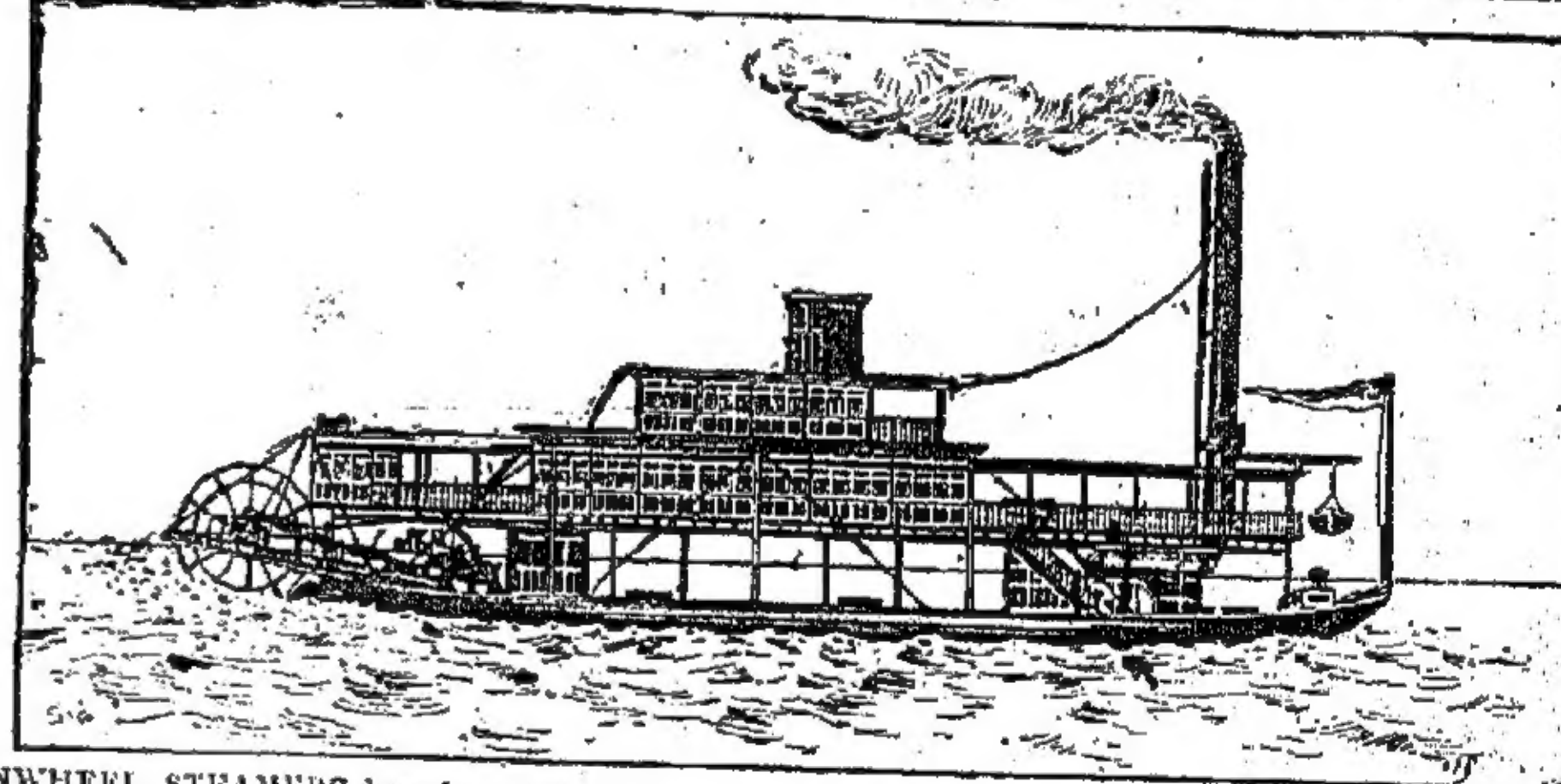
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General Memoranda.

THURSDAY, August 29:—

2.30 p.m.—Auction of Household Fur-

niture, at No. 5, Knutsford Terrace,

Newman.

Goods per *Formosa* not cleared at 4 p.m.

subject to rent.

Monday, September 2:—

3 p.m.—Sales of Crown Land.

Wednesday, September 4:—

9 p.m.—Military Tattoo at Volunteer

Parade Ground.

NOW ON SALE.

INDEX

CHINA REVIEW

VOLUME TO XII.

- 1.—LIST OF CONTRIBUTORS.
- 2.—ARTICLES.
- 3.—REVIEWS OF BOOKS.
- 4.—LIST OF ACTIONS REVIEWED.

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THE HONGKONG DISPENSARY.

BIRTHS.

On the 12th August, at Miyashita,
Japan, the Wife of E. H. FRANKS,
H.M.'s China Consular Service, of a
Son.

On the 10th August, to Rev. D. and
MaMacGILLIVRAY, a Daughter.

DEATH.

At Hoihow, on August 21, EVELYN
GEMME, daughter of Rev. and Mrs. William
M. Campbell; Aged 1 year and 10 months.

The publication of this item disengaged
at 4.15 p.m.

The China Mail.

HONGKONG, MONDAY, AUGUST 26, 1901.

LOCAL AND GENERAL.

Notes by the Way.

The *Bayfours* gave a ball at Weihai-
wei on the 2nd inst.

Manila is offering 2½ cents per rat
taken to the Board of Health Office.

Lord Milner sailed for Cape Town on
board the steamer *Saxon* on the 10th inst.

A public park is to be laid out in the
square in front of the Hotel Oriente in
Manila.

Lieut. General Voyron and his staff
were received in audience by the Mikado
on the 12th inst.

Mr C. H. Barr has submitted an ex-
haustive report on the prospects of coal
mining in the Philippine Islands.

The following appointment has been
made at the Admiralty. Commander M.
Macdonald, to the *Argonaut*, to date July
2.

There was one death (Chinese) from
plague during the past forty-eight hours
and two fresh cases (1 Chinese, 1 other
native).

An aged paint-scraper had a nasty fall
aboard the a.s. *Heitman* at Hungshom Dock
on Friday. He died of his injuries on
Saturday.

General Voyron, the late French
commander-in-chief in North China, was a
passenger by the M. M. mail steamer
Gemini for Europe to day.

News was received at Shanghai by
wire from Kobe of the arrival there of the
crew of a steel lighter, name unknown,
dismanded in the vicinity of the Sadoles.

Thought a lesson by the collapse of
houses in Hongkong, the Manila authori-
ties are carrying out a careful inspection of
Chinese and Filipino rookeries in that city.

Yesterday, the Chinese owned steam
hunch *Che Loi* ran down a sampan. The
occupants were thrown into the water but
were rescued. Some of their effects were
lost.

There is much distress among the
natives in the island of Pansay, consequent
on the neglect of agriculture during the in-
surrection. Relief is being sent from
Iloilo.

A mounted police force is being organ-
ized by the American authorities in Luzon.
Two thousand horses have been handed
over for this purpose by the military au-
thorities.

A marriage will shortly take place be-
tween Rev. Tomas Black, chaplain and
naval instructor Royal Navy, and Edith
Barnes, elder daughter of Mr Joseph
Veich, of Shanghai.

The Italian cruiser *Elba* left Nagasaki
for Tokyo on the 7th inst., in response to
a telegraphic order from Admiral Goret.
The *Elba* and the *Scombardi* have been
called to Europe, and will shortly sail for
home from the Gulf of Pechili.

The total number of students to be
sent abroad by the Japanese Government
this year, to acquire practical knowledge of
business and of various industries, totals
4, 25 of whom will go to the United States,
41 to China, 10 to France, 9 to Germany,
and 3 to Great Britain.

The vernacular papers report that
there are a large number of visitors to
Arima and other hot springs in Japan this
year. There were more visitors this year
than there have been in other years. In
Arima alone, there were over 1,500 visitors
down to the 15th inst.

Mr H. E. Hammon—popularly known
as 'Ted' Hammon—buccannier of the Bay
View Hotel, died very suddenly at about
three o'clock on Sunday afternoon, on the
hotel premises, in the presence of some
visitors. The body was removed to the
Mortuary for post mortem examination. It
is believed that death was due to heart
apoplexy. Deceased, who was 31 years of
age, will be buried this evening at the Pro-
testant Cemetery at Happy Valley.

LOCAL AND GENERAL.

Notes from Nippon.

The Tokyo papers are again writing
strongly on the Manchuria question.

Kelung and other towns in North
Formosa suffered very seriously in the re-
cent typhoons.

The *Japan Mail* holds that China has
gained a new lease of life by her so-called
madness of last year.

The *Schin Maru*, 147 tons, has opened
a semi-weekly subsidised service between
Chefoo and Weihaiwei.

Admiral and Mrs Beardslee left Yoko-
hama for the States by the last trip of the
T. K. K. S. *Hongkong Maru*.

Glasgow University has conferred the
degree of LL.D. on Professor Sakurai Joji,
a Japanese scholar of repute.

The news of the Russian proclamation
of suzerainty over Newchwang is reported
in the Japanese papers to be confirmed.

A very imposing ceremony took place
at the German Church at Tokyo on the
11th inst. in memory of the Empress
Frederick.

Mr King Kingdom, eldest son of Mr
N. P. Kingdom, of Yokohama, died from an
aneurism of the heart on the 14th inst.,
aged 34 years.

The Mayor of Kobe and other promi-
nent Japanese, presented an address of
welcome to General Voyron on board the
M. M. S. *Oceanic* at Kobe on the 10th
inst.

While the steamer *Hokoku Maru* was
anchoring in Nijo harbour on the 10th
inst., her cable parted and she drifted on
to the steamer *Chingpo*, both vessels being
damaged, the estimated amount being
10,000 yen.

Service Amenities at Weihaiwei.

A correspondent writes to the *Mercu-
ry*:—It is an open secret that the rela-
tions between the Military and Naval
authorities on the Island are strained.
The place is far too small for both parties,
and quite expect that the Military ele-
ment will shortly move to the mainland,
their proper place, and leave the Island
entirely in the hands of the Navy. It
seems a pity, however, that the fortifica-
tions which were so nearly completed
should now be abandoned, but I suppose
this matter will be gone into again later on.

The Woosung Bar.

The *Mercury* of the 21st August says:
—Our special telegram of yesterday ought
to have read 'Dr Morrison, the Times cor-
respondent, cables that Li Hung-chang, in
acknowledging the Peace Protocol, states
the objections of Viceroy Liu Kung-yi to
the Whangpo Conservancy scheme, but the
Ministers of the Powers decline to recipi-
ent the question.' Viceroy Liu Kung-yi during
his interview with Mr Boume, the British
Consul-General, and Dr Knapp, the Ger-
man Consul-General, we understand, made
no objection to the Conservancy Scheme,
but rather upheld it, but it seems that he
has since altered his mind and has sent
objections to the Chinese Peace Commis-
sioners. We are inclined to think there
must be some mistake about the matter, or
else the Peace Commissioners at Peking
are putting obstacles in the way themselves
and throwing the blame on Liu.

Apologetic Mission to Japan.

The *N. C. Daily News* of the 22nd
August says:—Na Tung, the Manchu ex-
Boxer Chief, and Special Ambassador to
Japan to apologise for the murder of the
late Mr. Sugiyama in June, 1900, arrived
here on Tuesday by the *Huana* from Tang-
ku. Na Tung was received by the local
mandarins at Kintleyuen, where the usual
arch or temporary 'gate' decorated with
red bunting and covered lanterns had been
erected in honour of the new arrival. This
notorious Conservative declined to drive
in the brougham and pair which had been
prepared for him to take him to the quar-
ters prepared for himself and his staff, but
rode in a four-wheeled sedan-chair. Quar-
ters had been prepared for the Mission,
both at the Bureau of Foreign Affairs on
the Bubbling Well Road, as well as at
Ambassadors' Hall in the rear of the Temple
of the Queen of Heaven at the foot of the
North Henan Road Bridge, Hongkow, so
that the special Ambassador might take his
choice of where to reside while in Shanghai.
As a matter of fact the former named
house, furnished in the modern styles of
East and West, represents Reform or the
New Régime, whilst the usual old-time
furniture and appointments at Ambassa-
dors' Hall represent Conservatism; what
more natural for Na Tung than that his
choice should fall on Ambassadors' Hall? We
are further informed Na Tung's suite is
a 'very small one'—only twenty-six, all
told. The mission will leave by the Yoko-
hama mail steamer *Schin Maru* for Yoko-
hama to-morrow. We understand that Na
Tung, who had never been on a steamer in
his life, was very much alarmed when he
found he would have to travel to Tokyo by
water, but he was reassured by Li Hung-
chang, who told him that in the *Hyomen*,
Capt. Wallace, he would find one of the
best steamers and boat commanders in the
China Merchants' Company's service.

LOCAL AND GENERAL.

Russians at Newchwang.

A Russian proclamation has been
issued declaring the part of Newchwang to
be under Russian protection, and directing
all Chinese residents to act solely under
Russian guidance.

Death of Comdr. Wise, U.S.N.

Commander Frederick M. Wise,
U.S.N., of the *Moweeey*, died at the U.S.
Naval Hospital at Yokohama on the 14th
August. He had been for some months in
failing health.

Banks in Canton.

We hear (says the *China Gazette*) that
the Russo-Chinese and the German Banks
are about to open branches in Canton; the
big local bank will doubtless have a look
in to the City of Rums as well. The won-
der is that no foreign bank has established
itself in such a great commercial centre
long ago.

Sale of the 'Muenchen'.

A Shanghai contemporary announces
that Messrs. Fairbank, Boyd & Co., Ltd.,
have bought the steamer *Muenchen*, which
was stranded on the Island of Yap, and
brought up to Hongkong after tempo-
rary repairs. She will be towed up to
Shanghai as soon as the weather is favour-
able.

Naval Commander Robbed.

Commander Edward Charlton, of
H.M.S. *Oriente*, while staying at the Kod-
zukan, Kodzu, was robbed of yen 63, on
the 11th inst., by a man staying in a room
next to his, while the officer was bathing.
The matter being reported to the police,
they sent out two detectives to trace the
culprit. On the following day, the officers
arrested the thief, a native.

Fatal Fires at Shanghai.

At Shanghai on the 20th August, four-
teen houses were destroyed by fire and four
partially destroyed in an alley off the Ta-
poo Road—the property of Messrs David
Sassoon and Co. A boy, four years of age,
and a girl, one year old, were burned to
death. Several Europeans, including Mr
L. Moore, chief engineer, had narrow
escape from falling debris.

A Daring Thief.

The following paragraph is taken from
a Bristol contemporary:—At Bristol police
court on Wednesday, George Hy. Eva, 18,
was charged with stealing a gold trinket and
attempting to steal a Jubilee coin, value 2½,
the property of Mrs Chatham, of 61,
Ravenswood Road. The prosecutor, who
is the wife of the Acting Director of Public
Works, Hongkong, said on the previous
evening, about six o'clock, she was going
down Park Street, and when near the Vin-
dict, saw the prisoner who was standing
with his hands in his pockets. As the wit-
ness approached the prisoner, he made a grab
at the ornaments on her watch chain, which
included a Jubilee 5½ piece. A gold trinket
fell to the ground, and this the prisoner
picked up. She caught hold of the pris-
oner, who ran away, but he was caught.
Henry Parry said he saw the prisoner
make a grab at the watch chain and then run
down the steps under the Vindict. He
gave chase and caught up to him near
Canon's Marsh. Another man obtained a
policeman, who took him to the station.
P.C. 42C said he found the gold trinket
upon the prisoner. Inspector Robertson
said the man had been convicted at Law-
ford's Gate about five weeks ago for fraudu-
lent enlistment. Joseph Derrick, St. Nich-
olas Road, St. Paul's, also gave evidence.
The accused, who elected to go for trial,
was committed to the quarter session. The
bench complimented Parry and Derrick
for their action in catching the man.

Mysterious Disappearance.

Mr John Black, second engineer of
the *Marty* steamer *Hue*, mysteriously dis-
appeared during the last voyage of the
vessel from Haiphong to this port. He
was first missed when the vessel was in the
Gulf of Tong King, but, as nothing what-
ever was known as to when he went over-
board, and as there was no likelihood of his
being picked up, the vessel proceeded on
her way. When the third engineer came
up to be relieved by Chief Engineer
Bowden, he could not find any trace of
Black. He reported the matter to Captain
Godineau, who ordered a thorough search
of the ship to be made. Black's cabin was
found to be in good order, but all his be-
longings were packed up as if he intended
to leave the ship. The search of the ship
proved unsuccessful, and the whole
circumstances led those in charge to the
conclusion that Black had committed
suicide by jumping overboard. His
manner lately had been quiet and
reserved and his habits temperate; but
there was nothing to indicate that he was
of unsound mind. He knew his business
well and his employers considered him a
good servant. Formerly he was on the
Huiling, but, on the recommendation of
his Chief he was promoted and transferred
to the *Hue*. He was a single man, about
forty years of age, and had travelled up
and down the coast in *Marty's* service for
many years. Mr Black's father and mother
have resided in Bangkok for over twenty
years, and are well known and much re-
spected there. It is a curious fact that
Chief Engineer Richards disappeared from
this boat, under similar circumstances,
about eighteen months ago.

LOCAL AND GENERAL.

The Yacht Race.

A London telegram dated 12th inst.,
announces that the *Eryn* and *Shamrock II*
have arrived at New York.

Hongkong Nurses received by Queen.

Amongst the nurses received by the
Queen at Marlborough House on 10th July
were Nurses Walker, Barker, and Mead,
who were at Hongkong attending patients
suffering from plague.

Dysentery in Japan.

From the report issued by the Sanitary
Bureau of the Home Department it ap-
pears that 6,064 cases of dysentery have
occurred throughout Japan since January
last, and that the disease shows signs
of spreading. Yokohama, with 91 cases,
stands at the head of the list, and is fol-
lowed by Gumma, Nigata, Aichi, Yamana-
shi, and Shizuoka.

Government Appointments.

H.E. the Governor has appointed Mr
Cecil Clementi to be Acting Clerk of
Councils, and Dr J. M. Atkinson, Prin-
cipal Civil Medical Officer, to be President of
the Sanitary Board vice the Hon W. Chat-
ham, Acting Director of Public Works,
resigned. The Royal approval of the Hon.
J. J. Bell-Irving's appointment as Un-
official Member of the Executive and
Legislative Councils, during the absence on
leave of Hon. J. J. Koswick, is notified in
the *Gazette*.

Typhoon at Weihaiwei.

A correspondent writes on the 5th inst.
to the *Mercury*:—On Saturday the Naval
authorities received information of a
typhoon coming from the South, and both
yesterday and to-day it has been blowing
very hard indeed and no communication
with the Island has been possible. The
Whiting broke away from her moorings,
but was secured before much damage was
done. A mining engineer, Mr Dawson,
was blown out of his boat while attempting
to cross the bay, but with a string they
hauled him back again.

Sudden Death of a British Officer.

News was telephoned to the Oriental
Hotel, Kobe, from the Yamai Hotel, Kioto,
on the 10th inst., of the death of Captain
H. Purvis, of the 3rd Bombay Cavalry.
The unfortunate officer, who arrived in
Japan on leave a few weeks ago, was found
dead in his bed at 4 o'clock in the morning.
The sad occurrence was duly reported to
H. E. M.'s Consul, who made the necessary
arrangements for the funeral, which took
place at Kobe on the 16th inst. According
to information received at the Consulate,
death was due to heart failure.

Major Halliday's V.C.

His Majesty the King held an investiture
at St. James's Palace on the 25th July.
Being Collier day (St. James's) the Knights
of the several Orders wore their Collars.
The recipients were solemnly introduced
into the presence of the Sovereign, when
the King conferred upon them the honour
of knighthood, and invested them with the
insignia of the order into which they
have been admitted. The first intro-
duced was Colonel Sir Claude Maxwell
Macdonald, His Majesty's Minister and
Plenipotentiary in Japan, who received his
military K.C.B. His Majesty afterwards
conferred the decoration of the Victoria
Cross upon several officers and men, among
them being Major Halliday. The King
also handed the Medal for Distinguished
Conduct in the Field to the non-commissioned
officers and men on whom it was recently
conferred.

Banquet to a Chinese Admiral.

The *Kiangyin* correspondent of the
N. C. Daily News writes on the 19th
August:—A banquet has been given to
Rear-Admiral Yeh, of the *Poyang* squad-
ron. It is known that Admiral Yeh was
cut off from his fleet last year on the fall of
the Taku forts by the Allied Admirals. Al-
though not strictly a prisoner of war, he
might safely have been called such; it was
undoubtedly a very trying time for the Ad-
miral, captain, and crew of the *Haiyang* at
Taku and Weihaiwei. The banquet was
given by the Captain and officers of the
Northern Squadron and took place on Com-
modore Sak's ship, the *Honcho*. The after-
deck was nicely decorated with flags and
flowers. The table was laid on the deck,
and, over it, underneath the awning, the
Chinese, German, and British designs were
displayed. The foreign dinner was excel-
lently served; the wines were very good
and the champagne and cutlery were of the
latest design. During dinner several
speeches were made. The Commodore pro-
posed the health of Admiral Yeh, and the Ad-
miral replied in suitable terms. Among
the other speeches was one by a Chinese
lady who sat at the Admiral's right hand.
She said that she hoped the true world
soon come when Chinese officers would be
able to bring their wives to banquets. The
lady referred to was Mrs Jurgens, who ap-
peared at the banquet in native dress.
This will, no doubt, be of interest to the
Anti-Footbinding Society. The Chinese
officers looked very well in their uniform,
but the peacock feather could well be dis-
penssed with. The foreign instructors at
the Forts were kindly invited to the ban-
quet, and the invitation was readily re-
sponded to. That the *Poyang* squadron
may have a bright future is the hearty wish
of all foreigners who were present. Admiral
Yeh has since left for Shanghai.

TELEGRAMS.

[REUTERS' SERVICE.]

VENEZUELAN SAIL TO

INVADE THE REPUBLIC OF

COLOMBIA.

London, 22nd August, 1901.

A thousand Venezuelan troops have
sailed aboard warships to invade the Re-
public of Colombia in support of the re-
volutionists.

SOUTH AFRICA.

Cape Colonist Shot as a Spy.

A Cape colonist named Upson, captured
while endeavouring to pass the lines, has
been shot at Pretoria as a spy.

London, 23rd August, 1901.

Three rebels have been shot at Graaf
Reinet, and ten sentenced to penal ser-
vitude for life in the Bermudas.

The British have captured a Boer convoy
of 80 wagons, with much stock, and eigh-
teen prisoners, near Klerksdorp.

THE ROYAL TOUR.

H. M. S. *Ophir*, with the Duke and
Duchess of Cornwall and York on board,
has sailed for Canada.

[HAYAS SERVICE.]

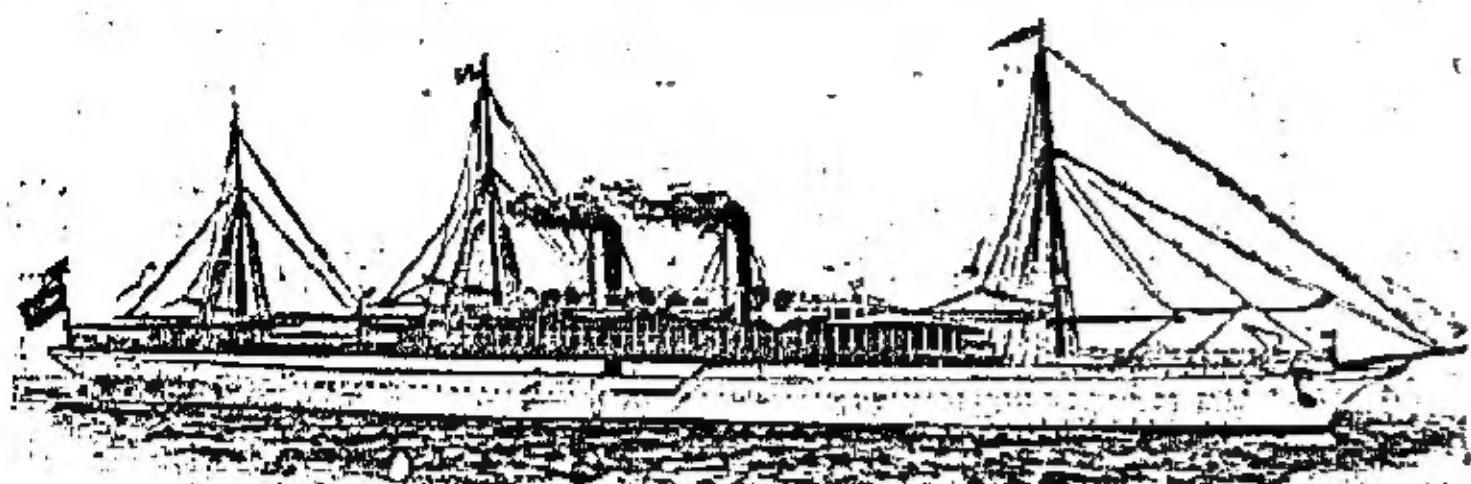
SOUTH AFRICA.

Paris, August 17.

Lord Kitchener telegraphs that the Bri-
tish troops have defeated Kritzinger and
driven him north of the Orange River.

Paris, August 18.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 5 to 7 Days across the Pacific.

Proposed Sailings from Hongkong.

(Subject to Alteration.)

EMPEROR OF INDIA... Comdr. O. P. MATHIAS, R.N.R. ... WEDNESDAY, 28th Aug. 1901
*ATLANTIC... 3882 Tons Comdr. H. MOWAT ... WEDNESDAY, 4th Sept. 1901
EMPEROR OF JAPAN... Comdr. H. P. VICK, R.N.R. ... WEDNESDAY, 25th Sept. 1901
EMPEROR OF CHINA... Comdr. R. ARCHER, R.N.R. ... WEDNESDAY, 23rd Oct. 1901
*TARTAR 4425 Tons... Comdr. E. H. BRIGHT, R.N.R. ... WEDNESDAY, 30th Oct. 1901

THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steamer. The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, August 19, 1901.

D. E. BROWN, General Agent,
PEDDER STREET, 1112

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Steamer	Sailing Dates
PRINCESS HELENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PRUSSEN	WEDNESDAY, 2nd October.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUSCHOU (HAMBURG-AMERIKA LINE)	WEDNESDAY, 13th November.
BAVERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINCESS HELENE	WEDNESDAY, 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PRUSSEN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.

ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamship "PRINCESS HELENE" of the NORDEUTSCHER LLOYD, Captain P. WETTER, with CALLS AT PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Tuesday, the 3rd September, Cargo and Special will be received on Board until 5 p.m. on Wednesday, the 4th Sept., and Parcels will be received at the Agency's Office until Noon on Wednesday, the 4th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 200 lbs. in weight. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Lined can be washed on board.

For further Particulars, apply to

Norddeutscher Lloyd,
Melchers & Co., Agents.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHANGHAI	30th August.
CHINKIANG AND SHANGHAI	KIUCHANG	31st August.
TIENTSIN	NANSHAN	31st August.
KOBE AND MOJI	KANSAI	31st August.
TIENTSIN	FOUCHOW	31st August.
MANILA	TAIWAN	10th September.
THURSDAY ISLAND, TOKYO, YOKO, NAGASAKI, KOBE, YOKOHAMA, AND MELBOURNE	TAIWAN	10th September.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Alexandria, Capt. BOERDEK, 27th August, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Sibiria, Capt. PORZELIUS, 6th September, Freight and Passengers.

FOR NEW YORK.

VIA SUEZ CANAL.

S.S. Aragonia, Capt. FORST, 7th September, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Andania, Capt. EMERS, 21st September, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Arabia, Capt. SACHS, 6th October, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

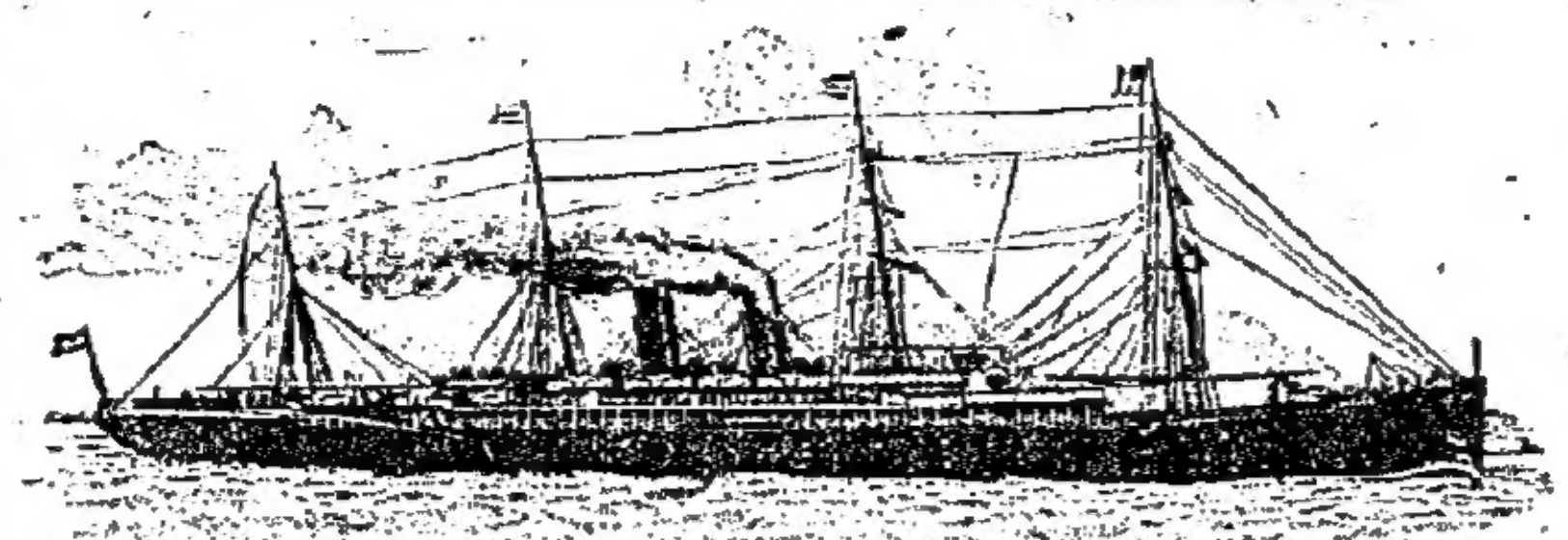
1689 Queen's Buildings, No. 1.

Shipping.

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PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

PERU	SAILING
PERU	SATURDAY, 31st Aug., at Noon.
CITY OF PEKING	TUESDAY, 10th Sept., at Noon.
GALLE	TUESDAY, 24th Sept., at Noon.
	WEDNESDAY, 2nd Oct., at Noon.

THE Pacific Mail Company's Steamship PERU will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Imperial Cities of the United States a Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines. Special Rates (first class only) to European Ports, new granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special Rates (First Class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Buildings, Hongkong, August 16, 1901. GEO. ECKLEY, Acting Agent. 989

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing.
Brown	3601	W. Watt	September 3
Gray	3821	J. S. Cox	September 10
White	2837	J. Truebridge	October 1
Yellow	3602	J. Patton	October 15

THE attention of passengers is directed to the very cheap rates offered by this Line TO THE UNITED STATES AND TO EUROPE.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma, British Columbia, are attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, \$25.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma to VERA and St. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, August 26, 1901. 422

OCEAN STEAMSHIP COMPANY

FROM	OUTWARDS.	DATE
GLASGOW AND LIVERPOOL	TYNES	29th August.
GLASGOW AND LIVERPOOL	TYNES	5th September.
GLASGOW AND LIVERPOOL	TYNES	12th September.
GLASGOW AND LIVERPOOL	TYNES	19th September.

FOR	HOMEWARDS.	TO SAIL
LONDON	STANTON	3rd September.
LONDON	DOMESTIC	17th September.
LIVERPOOL DIRECT	AMANT	1st October.
(Taking Cargo at London Rates)	ORIENT	15th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co. Hongkong, August 23, 1901.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations.	Sailing Dates.
KAGA MARU, J. W. ERSTBACH	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 2nd Sept., at 4 p.m.
BINGO MARU, F. DAVIES	MARSHALLS, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 6th Sept., at Noon.
KAGOSHIMA MARU, K. KORI	MOJI, KOBE & YOKOHAMA.	TUESDAY, 10th Sept., at Noon.
MUKU MARU, M. YAM	MOBI, via SINGAPORE and COLOMBO.	FRIDAY, 13th Sept., at Noon.
OWA MARU, N. TERTZ	KOBE & YOKOHAMA.	FRIDAY, 13th Sept., at Noon.
RIOJUN MARU, O. OKSU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 16th Sept., at 4 p.m.
TAMBA MARU, J. W. WALK	MARSHALLS, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 20th Sept., at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.
Hongkong, August 24, 1901. 779

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named —	FOR	STEAMSHIP	CAPTAIN	DATE
YHAMA, via SHAI	MOJI & KOBE	Furness	D. H. W. SNOW	About 27th Aug.
SHANGHAI	China	C. L. DANIEL		About 30th Aug.
LONDON, &c.	Malasia	G. M. MONTFORD, R.N.R.		Noon, 31st Aug.

named —	FOR	STEAMSHIP	CAPTAIN	DATE
MARSHALLS & LONDON	Burma	E. P. MARTIN, R.N.R.		About 7th Sept.
SHANGHAI & JAPAN	China	C. F. LOCKSTONE, R.N.R.		About 9th Sept.

* See Special Advertisement.
† For Freight only.

For Freight or passage, and further Particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, August 26, 1901. 970

TOYO KISEN KAISHA:
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.

Steamer	Sailing
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, Sept. 17, at Noon.
Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, Oct. 12, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, Nov. 5, at Noon.

THE Twin-Screw S. S. AMERICA MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, 1901, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. the day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.
Hongkong, August 26, 1901. 1898

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ATAKA will be despatched from the above Port on or about 10th September.

To be followed by the S. S. ANAPA, about 15th October, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, August 20, 1901. 1692

THE CHINA MUTUAL STEAM NAVIGATION COMPANY LIMITED.

Having Established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U. S. A. to the Orient.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO. OFFICE, New York. To the Agents of the Company at Japan, China, Philippines and Straits.

FRANK WATERHOUSE, Secy., or to GEO. SUTHERLAND, General Agent for the East, Singapore.

JARDINE, MATHESON & Co., Agents.
Hongkong, July 26, 1901. 1547

FOR NEW YORK.

THE 33 A. I. L. American Ship MANUEL LLAGUNO will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, July 8, 1901. 1421

Shipping.

GLEN LINE OF STEAMERS.
FOR YOKOHAMA AND KOBE.

THE Steamship GLENGYLE, Captain T. DANKE, will be despatched as above on TUESDAY, the 27th Inst. For Freight or Passage, apply to MCGREGOR, BROS. & GOW, Hongkong, August 21, 1901. 1742

FOR NAGASAKI & WLAIDWOSTOCK.

THE Steamship DAPHNE, Captain SAWYER, will be despatched for the above Ports on TUESDAY, the 3rd Sept., at Noon.

For Freight, apply to SIEMSEN & Co., Agents.
Hongkong, August 23, 1901. 1766

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship EASTERN, Captain ELLIS, will be despatched for the above Ports on FRIDAY, the 3rd September, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamer of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, August 19, 1901. 1729

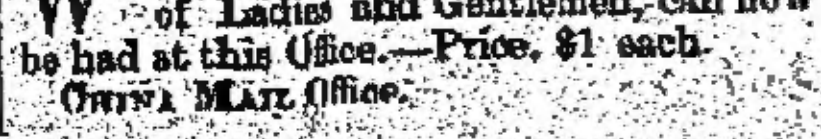
PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION CO., operating the New First-class Steamships INDRAVELLI, INDRAPURA KNIGHT, COMPTON, between HONGKONG and PORTLAND, ORE., calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship INDRAVELLI, will be despatched for PORTLAND, ORE., on or about 10th

His Britannic Majesty's Ships on the China Station.

JAPANESE FINE ART CURIOS.
AT MODERATE PRICES.
11, BEACONSFIELD ARCADE.
Opposite CITY HALL.
Hongkong, August 6, 1901. 1627



Hongkong, April 17, 1901. 589

Hongkong, February 13, 1991. 3-83

Foreign Men-of-war on the China and Japan Station.

N.oms.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Aspern	Austrian cruiser	976	—	—	—	—
Ecopard	Austrian cruiser	1600	—	—	Capt. Müller	Singapore
Maria Theresa	Austrian cruiser	5990	30	10,000	Captain Cosulich	Nagasaki
Alouette	French gunboat	500	—	—	Lieut. A. Belloy	—
Amiral Clannet	French flagship	4750	8	2300	Capt. Baehne	Taku
Aspic	French gunboat	475	3	410	Commander Journef	Saigon
Bergall	French gunboat	580	—	—	Lieut. Fille	—
Bugeaud	French cruiser	4100	19	9000	Capt. Lefevre	Hankow
Chanceloup Laubert	French cruiser	5800	—	—	Capt. De Epinay Sr. Lec	Changhai
Cometo	French gunboat	625	—	—	Commander Leval	Canton
Dedde	French gunboat	600	—	—	Commander Lemaury	Foyang Lake
D'Entrecasteaux	French flagship	8114	14	12,500	Captain D. du Tourmal	Shigon
Decourtes	French cruiser	4000	14	2510	Capt. de Saine	Shanghai
Eclaireur	French cruiser	1658	8	7000	Capt. Texier	Taku
Eriant	French cruiser	3739	10	9000	Captain Adam	Nagasaki
Guichen	French battleship	9500	—	—	Captain Perem	Nagasaki
Kersaint	French gunboat	1250	6	2200	Capt. de la Motte du Tertail	Taku
Lion	French gunboat	470	—	—	Capt. Frost	Nagasaki
Desail	French cruiser	3068	14	5600	Captain Motet	Taku
Redoubtable	French cruiser	9457	8	6071	Captain Neny	Nagasaki
Sturp	French cruiser	1600	—	—	Capt. Vincent	Hongkong
Syrre	French gunboat	689	2	100	Captain Momet	Nagasaki
Vauban	French cruiser	—	—	—	Captain Blondel	Hongkongwan
Vigilant	French gunboat	—	—	—	—	Canton
Vipere	French gunboat	400	4	441	Comdr. Villeneuve	Hongkong
Dussard	German gunboat	1600	8	2900	Comdr. von Bussewitz	Wosung
Fürst Bismarck	German flagship	11,000	26	14,000	Captain Graf Cholke	Nagasaki
Zeier	German gunboat	1600	8	—	Commander Bauer	Amoy
Hansa	German cruiser	6000	20	10,000	—	Shanghai
Hertlin	German cruiser	6000	20	10,000	Capt. von Uedeim	—
Ilitis	German gunboat	1000	10	1300	Lieut. Commander Stöhrer	Hongkong
Ingol	German gunboat	900	10	1300	Comdr. Berger	Foochow
Kaiser N. Augustus	German cruiser	6331	10	14,000	Capt. a Gülich	Nagasaki
Luchs	German gunboat	550	10	—	Comdr. Daehnhardt	—
Schwabe	German gunboat	1120	8	1500	Comdr. Boerner	—
Seeadler	German gunboat	1600	8	2810	Comdr. Schack	Tientsin
Tiger	German gunboat	900	10	1300	Comdr. von Mittelstadt	Shanghai
Verwaerts	German gunboat	—	—	—	—	Shanghai
Elia	Italian cruiser	2752	12	6500	Captain Casella	—
Ferranessa	Italian cruiser	—	—	—	Captain Gagliardi	Shanghai
Strenboli	Italian cruiser	3698	—	—	Captain Cecconi	Shanghai
Vettor Pisani	Italian flagship	9700	—	—	Captain De Filippi C. Onofrio	Nagasaki
Vesuvio	Italian cruiser	1600	14	—	Captain Zezi	Nagasaki
Zaire	Portuguese gunboat	600	—	—	Captain Mello	Hongkong
Admiral Korniloff	Russian cruiser	6500	16	1000	Captain Jakovloff	Taku
Admiral Nachimoff	Russian cruiser	9000	—	—	Captain Vasilovskiy	Yokohama
Alouet	Russian gunboat	510	2	730	Captain Eliskis	Vladivostok
Bobra	Russian sloop	600	2	1160	Captain Dobrotolsky	Taku
Dimitry Donsky	Russian cruiser	1600	16	2000	Capt. Shuron	Nagasaki
Gaidamak	Russian gunboat	800	2	5600	Capt. Serebrennik	Taku
Gromobatchy	Russian gunboat	1490	2	2000	Capt. Mikhalchevsky	Taku
Kronshel	Russian battleship	12,456	26	14,500	—	Nagasaki
Kurotschi	Russian sloop	1200	9	2150	Captain Sillman	Taku
Mandjour	Russian sloop	1200	3	1400	Commander Kachelsky	Foodchow
Naxarim	Russian 2nd class battleship	10,070	4	—	Captain Zekhesseff	Nagasaki
Otnajov	Russian gunboat	1490	2	2000	Captain Jensen	Shanghai
Petrovavlovsk	Russian battleship	12,000	—	—	Captain Grovais	Yokohama
Pollava	Russian battleship	11,000	—	—	Captain Orgeroff	Nagasaki
Rensia	Russian cruiser	12,200	28	—	Captain Sepehremnoff	Nagasaki
Rensia	Russian cruiser	1320	10	—	—	Shanghai
Rensia	Russian cruiser	10,923	26	13,200	Capt. Haupt	Taku
Rensia	Russian battleship	10,900	—	—	Capt. Harsanyi	Nagasaki
Rensia	Russian gunboat	1200	2	1125	Capt. Harsanyi	Poft Arthur
Rensia	Russian gunboat	1200	2	1125	Capt. Mollis	Taku
Rensia	Russian 2nd class battleship	10,000	14	1500	Captain Soulestin	Taku
Rensia	Russian gunboat	950	2	1125	Captain Soulestin	Taku
Rensia	Russian armed cruiser	6000	16	7000	Captain Prince Ochotomsky	Taku
Rensia	Russian gunboat	6000	11	7500	Capt. Rogalia	Taku
Rensia	Russian cruiser	1230	6	1194	Commander Shkluft	Nagasaki
Annapolis	U. S. gunboat	1000	70	1277	Commander Karl Rohrer	—
Brooklyn	U. S. flagship	9215	32	12,769	Captain F. W. Dickens	Cytle
Don Juan de Austria	U. S. gunboat	1159	8	1610	Commander C. G. Bowman	Hongkong
Fille	U. S. gunboat	—	—	—	Lieut. Comdr. J. M. Helm	—
General Alava	U. S. gunboat	1800	—	—	Lieut. Comdr. W. F. Halsey	Manila
Holms	U. S. gunboat	1429	8	3988	Comdr. R. R. Ingersoll	Shanghai
Isla de Cuba	U. S. gunboat	1490	8	2270	Commander Perry Gassell	—
Isla de Luzon	U. S. gunboat	1490	8	2200	Capt. A. H. Cogswell	Manila
Kentucky	U. S. flags in	11,500	41	10,000	Captain C. H. Stockton	Carvito
Manadock	U. S. gunboat	1990	2	750	Comdr. T. H. Stevens	Manila
Monoway	U. S. gunboat	3890	6	5000	Captain O. W. Farenholt	Shanghai
Monterey	U. S. monitor	1370	6	650	Comdr. F. M. Wise	Taku
New Orleans	U. S. cruiser	4084	4	5244	Comdr. F. J. Drake	Canton
New York	U. S. flagship	4140	—	—	Lieut. Comdr. Sperry	—
Princeton	U. S. flagship	8270	24	17,401	Captain A. R. S. Mackenzie	Cytle
Vicksburg	U. S. gunboat	1000	10	1118	Commander J. R. Salfridge	—
Winilmington	U. S. gunboat	1397	8	1800	Commander E. B. Barry	Amoy
	U. S. gunboat	1710	6	1801	Commander W. Swift	Manila

Vessels Advertised as Loading

	<i>A</i> - nts.	<i>Date of Leave</i>
Gibb, Livingston & Co.	Sept. 6, Anying	
Butterfield & Swire	Sept. 10, 20	
Norddeutscher Lloyd	Sept. 5, at no	
Butterfield & Swire	Aug. 31	
Hannburg-Amr Ka Linie	Aug. 27	
Hannburg-Amr Ka Linie	Sept. 5	
Hannburg-Amr Ka Linie	Sept. 21	
Hannburg-Amr Ka Linie	October 5	
Canadian P & Co	Sept. 4	
Butterfield & Swire	Aug. 31	
Butterfield & Swire	Sept. 18	
P. & O. S. N. Co.	Aug. 31, at	
Butterfield & Swire	Sept. 3	
P. & O. S. N. Co.	About Sept.	
Jardine, Matheson & Co.	At 30, 30	
Messageries Maritimes	Aug. 26, at 1	
Nippon Yusen Kaisha	Sept. 6, Anying	
Siemssen & Co.	Sept. 3, about	
Hannburg-Amr Ka Linie	Sept. 7	
Shewan, Tomes & Co.	About Oct. 2	
Arncliffe & Co.	Quick despatch	
Doddard & Co., Ltd.	About Aug. 7	
Shewan, Tomes & Co.	About Sept.	
Allan Cameron	About Sept.	
Butterfield & Swire	About Sept.	
P. & O. S. N. Co.	Sept. 10, at 2	
Pacific Mail S. S. Co.	Aug. 31, at 2	
Toyo Kisen Kaisha	Aug. 25, Anying	
Doddard & Co., Ltd.	About Aug. 7	
P. & O. S. N. Co.	About Aug. 7	
Butterfield & Swire	Aug. 30	
Butterfield & Swire	Aug. 31	
P. & O. S. N. Co.	Aug. 20	
Messageries Maritimes	Aug. 20	
D. Sassoon, Sons & Co.	Aug. 25, Anying	
Douglas, Laury & Co.	Aug. 25, at 9	
Mitsui Bussan Kaisha	Aug. 25, day	
Butterfield & Swire	August 31	
Butterfield & Swire	Sept. 3	
Canadian P & Co	Aug. 23, at	
Nippon Yusen Kaisha	Sept. 2, at 4	
Doddard & Co., Ltd.	Sept. 3	
McGregor Bros. & Co.	Aug. 27	

P. - QUOTATIONS.

<i>Value of cargo</i>	<i>Value.</i>	<i>Paid up</i>	<i>Closing quotation</i>
			<i>Cash.</i>
4,000	\$ 125	all	380 7/8 = 8000, buyers, London, 1/2
9,870	6 1/2	4 1/2	shillings, London, 1/2
1,000	1 1/2	1 1/2	4
1,050	6	5	\$ 225, buyers
1,350	19 1/2	18 1/2	\$ 225, buyers
70	1 1/2	1 1/2	\$ 115, sellers

000	£	83.33	£	25	300, sellers
000	£	100	£	23	Tls. 175
000	£	100	£	20	nom.
000	£	320	£	50	£340, buyers
000	£	100	£	60	£122, sellers
000	£	101	£	29	£33, sellers
000	£	250	£	30	£242, buyers
000	£	50	£	31	£277, buyers, ex div.
000	£	23	£	47	£55, sellers
000	£	63	£	67	Tls. 243, buyers
000	£	100	£	100	Tls. 243, buyers
000	£	50	£	50	£902, sales
000	£	50	£	50	£52, sellers
000	£	15	£	13	£341, sellers
000	£	10	£	10	£18
000	£	10	£	2	£12
000	£	10	£	2	£12
000	£	10	£	5	£17
000	£	1	£	10	£24, by srs, 89% by
000	£	100	£	100	Tls. 122, sellers
000	£	50	£	100	Tls. 325, buyers
000	£	100	£	100	Tls. 340, buyers
000	£	100	£	100	Tls. 127, sales
000	£	100	£	100	Tls. 122, ex div., sa
000	£	100	£	100	£140, sellers
000	£	100	£	100	£50, sellers
000	£	50	£	100	Tls. 77
000	£	50	£	50	£98, sales & buyers
000	£	203	£	3	Nom.
000	£	100	£	100	Tls. 295, buyers
000	£	100	£	100	£192, buyers
000	£	50	£	100	Tls. 100, buyers
000	£	5	£	30	£30, buyers
000	£	25	£	25	Tls. 20
000	£	10	£	10	£13, buyers
000	£	50	£	50	£50, sales
000	£	250	£	10	all

000	\$	1	all	\$01, sales & sellers
000	\$	1	all	\$1, 25
000	\$	250	all	\$325
000	\$	25	25 crs.	1 cents
000	\$	1	18	\$12, sellers
000	\$	5	5	5
000	\$	5	5	5
000	\$	50	all	\$125, credit
000	\$	50	50	\$60, sellers
000	\$	10	10	\$115
000	\$	10	all	\$16, sellers
000	\$	10	5	\$10
000	\$	10	all	\$10, buyers
000	\$	10	10	\$10
000	\$	10	10	\$125, sales & buyers
000	\$	10	5	\$21, sales & buyers
000	\$	10	10	\$21, sales & sellers
000	\$	50	50	\$20, sellers
000	\$	1	15	\$110
000	\$	10	5	\$10, sales & buyers
000	\$	10	10	\$10
000	\$	50	50	\$50
000	\$	10	5	\$89, buyers
000	\$	74	all	\$89, buyers
000	\$	25	all	\$182, sales & buyers
000	\$	25	25	\$20

\$1000		50	all	\$172½ buyers
\$500		100	5 to 10	\$101½ buyers
\$500	Tis.	100	Tis. 10	Tis. 42½ sellers
\$1000	Tis.	100	Tis. 10	Tis. 40½ sellers
\$1000	Tis.	100	Tis. 10	Tis. 40½ sellers
\$1000	Tis.	500	Tis. 600	Tis. 800, sellers
\$1000	Tis.	10	Tis. 10	Tis. 12½
\$1000		90	5 to 10	\$94½ seller & buyers
\$500		20	5 to 15	\$38 sellers
\$500		20	20	\$19½ ex div., buyers
\$500		50	5 to 60	Nom.
\$200		50	5 to 60	Nom.
\$200		500	5 to 11	Nom.

Cash.	Interest.	Quotation.
Jan. 2907 ½ p. ann.	10 % per a.	
GILVERSON and SMYTH, Share brokers,		
No. 4 Broadway Street, Boston.		